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(2) Only corrections applying to personnel in one TAPE RECORD DIV, may be shown on a single CHANGE REQUEST form,

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ORIGINATORS SIGNATURE

#### REQUEST FOR DELETION OF RECORD OR CODING MODIFICATION FORM

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ORIGINATORS SIGNATURE

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Date 8 -2-6 Dispatch Code Sheets Ph Carlotte Acft. Accidents Only BB Date 8/2 D.04 AUG 196 (Rev. 2-67) Card Card No. Ø1Ø Columns Record Ident. (common all cards) 01-11 Source 12 Don't Count 13 **Enemy Action** 14 Aircraft Model 15-21 Model Code 22-23 Aircraft BuNo. 24-29 Reporting Custodian 30-32 Type Duty Major Command 33-35 Time of Day 36 Accident Damage 37-41 Aircraft Damage 42 Accident Injury 43 0.8 SEP 1967 Aircraft Injury 44 Hull No. 45 Kind of Flight 46-48 Location (Name Code) 49-51 Transaction Code Card No. Card No. 929 Total "A-U-L" Navy Injuries 33-21 Total "A-U-L" Non-Navy Injuries 61-62 Transaction Code 63-64 Card No. Card No. Ø3Ø Primary Accident Type Primary Phase of Operations 62-63 Transaction Code 64-66 Card No. Card No. Ø4Ø Type Operations Contributing Causes Transaction Code Card No. Card No. 969 Primary Cause Special Data & Conditions Transaction Code Card No.

See reverse side

#### Card No. 150

No. of Personnel Records Transaction Code Card No.

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131/ras Ser 124

2 February 1968

SPECIAL HANDLING REQUIRED IAW OPNAVINST 3750.6 SERIES FOR OFFICIAL USE ONLY

From: Commander, Naval Aviation Safety Center

To: Commanding Officer, Fighter Squadron ONE TWO ONE

Subj: VF-121 AAR ser 3-68A concerning F-4J BuNo 153790 accident occurring 31 July 1967, pilot (b) (6)

The subject report and all endorsements thereon have been reviewed.
 Commander, Naval Aviation Safety Center concurs with the comments and recommendations of the Aircraft Accident Board as modified by subsequent endorsers.

 The cause of this accident has been recorded at the NAVAVNSAFECEN indicating the PILOT (error in judgment and technique) as the single cause factor.

> R. M. TVEDE, JR. By direction

Copy to:
NAVAIRSYSCOMHQ (AIR 404) (2)
COMNAVAIRPAC
COMFAIRMIRAMAR
CO USS RANGER (CVA-61)
COMRCVW-12
NAVPLANTREPO ST LOUIS
COMNAVAIRTESTCEN

# DEPARTMEN AL COMMENTS FOR "CLOSE OUT" LETTER ON CRIGINAL REVIEW

NOT 1. Negative report is required.

- 2. Positive comments will be in a format suitable for inclusion in the "close out" letter.
- 3. Attach additional sheets if more space is required.

M&M DEPT: No Comments



AERO-MED DEPT: With conclusions or recommendations of AAR or endowers ps/42.

no Comments

### COMPLETION SHEET

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UNIT VF-121 AAR REVIEW ROUTING SHEET MODEL FYJ ADVANCE ROUTING BUNO 153790 INTER DEPT. ROUTING CODE/INIT. INIT. DATE IN DATE OUT DEPT PRI 1218 M&M 10-24-67 AERO MED 10-18 DEPARTMENT REPRESENTATIVES INITIALS, FOR RECEIPT OF REF REMARKS: ORIGINAL ROUTING 11 JAN 1968 (15 calendar days) DEADLINE DATE OUT OF NASC EXTENSIONS INTER DEPT. ROUTING DATE OUT INIT. DEPT. DEADLINE DATE IN DEPT 1-24-61 A&R NASC ENDORSEMENT ROUTING DATE OUT DEPT. DATE IN PRI 818 SN (988) 1-31-68 1-30-61 R&S 1.30.650 M&M ADMIN ROUTING AFTER CLOSE OUT INTER DEFT. ROUTING DEPT. DATE IN DATE OUT INIT AEROMED NOTES: 1. No person other than those assigned to the Records Control Branch will remove any part of this document from the folder. 2. Departments will be fully responsible and accountable for documents in their custody until checked back into Records Control Branch.

3. Any Department desiring to retain this report longer than five (5) working days

must notify Records Control Branch of their need for extension.

3750 80/

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SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

2 5 SEP 1967

FOURTH ENDORSEMENT on VF-121 AAR ser 3-68A concerning F4J BuNo 153790 accident occurring 31 July 1967, pilot (b) (6)

From: Commander Naval Air Force, U. S. Pacific Fleet To: Commander, U. S. Naval Aviation Safety Center

Subj: VF-121 AAR ser 3-68A

l. Forwarded, concurring with the conclusions and recommendations of the Aircraft Accident Board, as modified by the remarks contained in subsequent endorsements.

> V. R. HUBLER By direction

Copy to:
NAVAIRSTSCOMHQ
COMNAVAVNSAFECEN (2)
COMFAIRMIRAMAR
CO FITRON 121
CO USS RANGER
NAVPLANTREPO, STL
COMRCWW-12
CO NATC PAXRIVER

80 3750 Ser 935 **7** SEP 1967

THIRD ENDORSEMENT on VF-121 serial 3-684 concerning F4J BuNo 153790, accident occurring 31 July 1967, pilot (b) (6)

From: Commander Fleet Air Miramar

To: Commander, Naval Aviation Safety Center

Via: Commander Naval Air Force, U. S. Pacific Fleet

Subj: VF-121 Aircraft Accident Report serial 3-68A; forwarding of

1. Forwarded, concurring in the comments and recommendations of the Aircraft Accident Board, and the remarks comtained in subsequent endorsements.

S. W. VEJTASA

Copy to:
NAVAIRSYSCOMHQ
COMNAVAVNSAFECEN (2)
COMNAVAIRPAC
COMRCVW-12
FITRON 121
USS RANGER (CVA-61)
COMNAVAIRTESTCEN PAX RIVER
NAVPLANTREPO STL

**ORIGINAL** 

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

COMRCVW-12: bd 3750 Ser 80/551 31 August 1967

SECOND ENDORSEMENT on VF-121 serial 3-68A, F4J BuNo 153790, accident occurring 31 July 1967, Pilot (b) (6)

From: Commander Readiness Attack Carrier Air Wing TWELVE

To: Commander, U. S. Naval Aviation Safety Center

Via: (1) Commander, Fleet Lir Miranar

(2) Commander Naval Air Force, U. S. Facific Fleet

Subj: VF-121 Aircraft Accident Report serial 3-68A; forwarding of

1. Forwarded, concurring in the comments and recommendations of the Lircraft Accident Board, and the remarks of the first endorser.

P.E. Gallatin

COPY to:
COMNAVAIRSYSCOM
COMNAVAIRSAFECEN (2)
COMNAVAIRPAC
COMFAIRMIRATAR
CO, USS KANGER (CVA-61)
CO, FITRON 121
COMNAVAIRTESTOEN PAX RIVER
NAVPLANTREPO STL

VF121/RCG:gf 3750 set 263

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OFNAVINST 3750.6 SERIES

FIRST ENDORSEMENT on VF 121, accident, serial 3-68A, concerning F4J, BuNo 153790, of 31 July 1967, Pilot: (b) (6)

Commanding Officer, Fighter Squadron ONE TWENTY-ONE

Commander, Naval Aviation Safety Center To:

(1) Commander, Readiness Attack Carrier Air Wing TWELVE Via:

(2) Commander, Fleet Air Miramar

(3) Commander, Naval Air Force, U.S. Pacific Fleet

Subj: First Endorsement on VF 121, accident, serial 3-68A, concerning F4J, BuNo 153790, of 31 July 1967, Pilot: (b) (6)

- 1. Forwarded, concurring with the conclusions and recommendations of the board.
- 2. LTJG (b) (6) has had no previous accidents. His experience is limited as indicated in subject report, but no more limited than his contemporaries who have safely and successfully completed carrier qualification landings.
- 3. The investigation and analysis did not adequately consider the role of the RIO in this accident. After a thorough discussion of the accident with the RIO, ENS (b) (6) it became apparent that he did not understand the importance of his observing the lens during the critical close in phase of the carrier pass. ENS (b) (6) had not been adequately instructed in this matter, and while he conscientiously and competently performed an instrument scan, he provided little or no assistance to his pilot with regard to glide slope.
- 4. As a result of this accident additional training is being given to RIO's regarding monitoring of glide slope and early detection of unsafe "in-close" trends.
- 5. The last safety survey was held 30 March 1967.

C. E. MYERS

Copy to: COMNAVAVNSAFECEN (2) COMNAVAIRSYSCOM COMNAVAIRPAC COMFAIRMIRAMAR COMRCVW TWELVE NAVPLANTREP STL COMMANDER, NATC PAXRIV CO, USS RANGER (CVA 61)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OFNAVINST 3750.6 SERIES

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ŀ	11. This portion	shall be co	empleted w	henever (1) an ai	esting gear, ba	rrier and/or barric	ade equipment	d/or barricade equipm Incidents or routine dam	age				
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١	ENGAGED	RUNOUT	TRAVEL	DOME (P.S.I.)	RATIO	(WT. LBS.)	SURE (PSI)						
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Ē	2. NO. DAYS OPERAT	ING PERIOD	2		1.7/5	PHIOS DECK CYMENT	7 NIGHT HOL	HOURS/LANDINGS LAST 30 DAYS					
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When preparing Incident and Ground Accident reports, items indicated by an asterisk in the upper right hand corner must be filled in.

Other items considered appropriate should also be filled in.

PART V THE ACCIDENT

LTUG (b) (6) with the RIO, ENS (b) (6) in F4J BuNo 153790, launched from USS RANGER (CVA 61) for night carrier qualification landings at 0102T on 31 July 1967. The aircraft was under CCA control for the duration of the flight in the vicinity of the carrier. The first landing approach was too far from center line and the aircraft was waved off for poor line up (Enclosure (1), (2)). The second approach was better, but a little too high and resulted in a bolter. The third approach was started on speed, on glide slope, but to right of centerline. The pilot was correcting to the centerline and on glide slope for the majority of the approach. As the aircraft reached a point approximately 200 yards from the ship, a right turn was initiated to complete the line up correction. As the right wind dropped, the aircraft set up an excessive sink rate with a "slow" angle of attack indication (Enclosure (3)). The ISO called for power but the aircraft continued to settle. The ISO called for power twice more with the aircraft still settling. The aircraft main tires touched down on the round down approximately 20 inches short of the level flight deck.

PART VI DAMAGE TO AIRCRAFT

F4J BuNo 153790 sustained CHARLIE damage as a result of the ramp strike. Both outer wing panels were bent and buckled between OWCS 43.00 and OWCS 48.00 when the aircraft main tires contacted the round down. The port outer wing panel failed and the portion outboard of OWCS 43.00 separated from the aircraft after it became airborne. The tail hook point was sheared off. The fuselage skin on the underside of the tail structure from FS 585.00 to FS 600.00 was damaged by the tail hook shank. The keel web structure was buckled from FS 444.80 to FS 366.54. Both tires were blown and the starboard main landing gear door was damaged.

#### PART VII - THE INVESTIGATION AND ANALYSIS

1. Pilot Factors. The pilot, ITJG (b) (6) was very apprehensive prior to his first night catapult launch (Enclosure (1)). During the first pattern, prior to the first approach, ITJG (b) (6) forgot to check his compass. The RTO, ENS (b) (6), informed the pilot that their heading appeared erroneous while on the downwind leg (Enclosure (2)). ITJG (b) (6) checked his compass heading and synched the remote compass in the slave mode. During normal carrier deck and catapult procedures, the compass should be set on deck using the fox corpen. After launch, the pilot should check the compass controller on the slave mode, check the synch indication, and cross check the remote compass the standby compass indicators. These procedures are necessary due to the magnetic anomalies present on a carrier deck.

The first approach ended in a wave off and during the downwind turn into the bolter pattern, LTJG (b) (6) experienced vertigo (Enclosure (1)). He was able to fight off the case of vertigo by relying on his instruments. The second approach started on speed and on glide slope. The aircraft went below glide slope in the middle of the approach and ended going "over the top" at the ramp, resulting in a bolter. The third approach was started on speed, on glide slope and slightly right of centerline. LTJG (b) (6) kept the aircraft on speed and on glide slope for the majority of the approach. As the aircraft approached the centerline, a right turn was initiated to correct the aircraft heading. As LTJG (b) (6) turned to the right, he allowed the aircraft to start to settle and decelerate. At this point, approximately 150 to 200 yards from the ramp, the LSO recognized the excessive sink rate and higher than optimum angle of attack indication. The LSO called for power and the pilot's response was too late to prevent this accident.

From the human factors viewpoint, a reasonable amount of anxiety and apprehension on the part of a pilot prior to his first night catapult lanuch and night carrier arrested landing is understandable and very normal. The degree of anxiety and apprehension can not be predicted for any individual. The amount of anxiety or apprehension that will affect an individuals performance can only be determined by a perceptable change in that individuals performance.

Another human factor that may be present in this accident is the motivation of an individual to accomplish a given task while working under stress and less than ideal conditions. This motivation has been termed "get home itis" or in the case of carrier operations, "get aboard itis" and has been known to produce disasterous results. IAUG (b) (6) was making his third attempt for a landing with a fuel state of 2800 pounds. The average CCA bolter pattern requires 800 pounds of fuel with the F4. Consequently, the third approach was the last possible attempt for a landing prior to a mandatory bingo to NAS Moffett. In other words, if IAUG (b) (6) did not make a successful landing on his third attempt, he would be sent to NAS Moffett to refuel and return. There is no stigma attached to a bingo; however, most pilots will try their utmost to aviod a bingo situation.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

2. Supervisory Factors. The pilot, ITSG (b) (6) shad received ample training for the carrier qualification phase of the training syllabus. LTJG (b) (6) nade 71 day and 134 night MLP landings at NAS Miramar and NAF El Centro in the previous three months. No dangerous or unsatisfactory tendencies were noted by the LSO's. LTJG (b) (6) performance throughout the training syllabus showed no evidence of unsafe or unsatisfactory tendencies. LTJG (b) (6) stated that he would have been more comfortable around the ship at night if he had MLP landings at ALF San Clemente (Enclosure (1)). Normally, each replacement pilot is given some MLP landing practice at ALF San Clemente. The weather prevailing at ALF San Clemente precluded this training for the group of replacement pilots currently undergoing carrier qualification. All criteria specified by the type commander for night carrier qualification landings were met. In particular, the following criteria were met: a. All pilots will be day and night FCLP qualified. b. All pilots will have two day touch and go and ten day arrested landings. c. Weather and sea state conditions: (1) Ceiling - 600 feet or more. (2) Visibility - three miles or more. (3) Horizon - definite, both day and night. (4) Carrier Deck - Relatively steady. d. For initial night qualification landings, one day catapult launch and one day arrested landing within the preceeding thirty-six hours. The decision to wave off a marginal or unsatisfactory carrier landing approach rests with the controlling ISO. The board could not review the PLAT tape. However, interview of qualified witnesses, including ISO's, substantiates the controlling ISO's opinion that the decision to use wave off lights at the time the approach become unsatisfactory would not have prevented this accident. The approach rapidly changed from acceptable to unsatisfactory at a point and time that required immediate action by the pilot and LSO. The LSO acted quickly and demanded immediate addition of power from the pilot. With late response by the pilot the LSO could only demand power and hope that the aircraft would not land short. 3. Facilities. There were no facilities which influenced the accident, favorably or unfavorably. The USS RANGER is equipped with and was utilizing white deck flood lights, centerline stobe lights, fresnel lens (4 degree glide slope), and centerline drop lights. 4. Maintenance, servicing and ground handling factors. None of these factors were involved in this accident. 5. NATOPS. There were no NATOPS procedures or requirements involved in this accident. The NATOPS manual was being complied with and this accident does not indicate a possible need for a change in the NATOPS manual. SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OFNAVINST 3750.6 SERIES 7

### PART VIII - CONCLUSIONS

### It is concluded that:

- 1. Pilot error in technique and judgement was the primary cause factor in this accident.
- 2. The pilot's anxiety, apprehension and possibly "get aboard itis" were causal factors in this accident.
- 3. Supervisory factors did not contribute to this accident.
- 4. The prevailing weather probably contributed to the pilot's anxiety and apprehension, but was not a factor in the accident.

PART IX - RECOMMENDATIONS

No worthwhile recommendations can be made concerning this accident other than reiterating the old cliche "Don't accept a low meatball" or restating the most elementary precept of night carrier aviation "If you fly the ball and donut, you won't hit the ramp."

## INDEX TO ENCLOSURES

- 1. Statement of the pilot, LTJG (b) (6)
- 2. Statement of the RIO, ENS (b) (6)
- 3. Statement of the controlling LSO, LCDR (b) (6)
- 4. Resume of the pilot's flying experience.
- 5. MOR

Statement of LTJG (b) (6) USNR, concerning aircraft accident involving F4J BuNo 153790 occurring 31 July 1967, Pilot: (b) (6)

It all began around 0020-0025 when we were assigned NJ 153 and were in the top four in priority for the night qual period. My first impression of the night as we rode number three elevator up to the flight deck was expressed by my heart suddenly being in my throat. I've never seen such a black night in my very little night time aboard the carrier. I couln't even see the outline of the horizon. I told myself that it was going to be a real workout, especially my first night cat, which I had thought about very much.

After a normal taxi from our turn up spot aft of the No. three elevator to behind No. 1 cat we were all ready to go. Check lists were completed. My seat was lower than normal to watch the gyro more closely on the cat shot.

We got on the cat with no trouble, I reset the gyros after strut extension, turned up, checked the gages and turned on the lights.

The cat stroke felt good and I met the nose coming up on the gyro at 10° pitc up. After what seemed 3 to 4 seconds I glanced at the altimeter which read 100 feet and was beginning to climb. I climbed through the 600' pattern to 800'. We were told to continue straight ahead before given clearance by CCA to turn downwind.

It was very black and I think having my instrument floods on dim made the outside even darker. I didn't look out at the carrier until my RIO said we seeme to be heading toward the ship down wind. A quick glance at my wet compass indicat the gyro was not synched. I quickly synched the gyro and corrected my heading.

The chatter on the radio seemed extreme but it could have been because it was just so black (and I was quite apprehensive).

The first pass we made was started with bad line up which I attempted to correct once I could see it. Speed and altitude were on, but line up right gave me problems. I never got it lined up and we were waved off.

On turning downwind I experienced a pretty good case of vertigo so I leveled the wings on the ADI and shook it off. I was a little rougher again on the gages although I never went below 600°. I did climb as high as 800°. I had no trouble with airspeed control. We went through our landing check list again. This time we got a better start on line up and I cranked my seat up higher than on the firs pass. Line up and speed were giving me no problem but the ball was. It was slightly low and I brought it up and a little high. Easing the power to try to bring it down gradually, I went through center to low again with a consequent power calfrom the LSO. I came on with a bunch of power and held the attitude I had. It felt like a hook skip over all the wires for a bolter (ISO said I went over the t

We called "bolter" and were cleared downwind. The landing check list was repeated and I seemed smoother now on the gages. We got a good start on line up altitude and speed. This time I didn't want to fall into the hole and consequently went high, the ball being just at the top of the mirror. Paddles said "looking good; work her down easy." I sucked a little power and the ball began to come down but not enough. I pulled off more power and at the same time eased the nose over to remain on speed. This must have been inside 1/8 a mile, but I'm not sure. Then the ball really started to move down as I made a line up correction. As I rotated the nose and was adding power Paddles called "Power!!", I added more. Then there were two more power calls. I had plenty of power on but was afraid I was going for an inflight engagement. I tried to hold a fairly steep nose-up attitude but not increase it. The meatball was red and went off the bottom.

I was just easing backward on the stick when we hit. It was a solid thump and I immediately knew what had happened although I didn't know whether any damge had been sustained. We went off the angle straight and started climbing. The aircraft felt sloppy and, for an instant, I felt it might become uncontrollable. No one said anything about damage to our plane on the radio but my first thoughts were a utility hydraulic failure. Primary came up and gave us a bingo signal to Moffett. Our state was around 2600 pounds.

I got the gear up and, at 200 KTS, the flaps came up. We continued straight ahead until 2500 feet. Mean while I looked at the telepanel and the hydraulic gages Everything was O.K., although the aircraft still felt sloppy. Gear and flaps indicated up. I forgot to raise the hook. At 2500 feet we turned to 017° and switched to departure control frequency. Accelerating from 250 to 320 KTS, the aircraft commenced severe vibrations and again, for an instant, I thought it might go uncontrollable. I backed off on the speed by pulling the nose up. At 300 KTS it quit vibrating and I informed departure we were experiencing control problems in the longitudial axis at around 320 KTS. I knew to execute the bingo profile I should be climbing at 400 KTS so I again eased the nose slightly and again at 320 we got severe vibrations. I thought our stabilator was damaged.

Departure control advised raising the hook which I did and the red hook light came on and stayed. They advised turning stab aug off, which I did, but that made things worse so I turned it back on. Departure said to report "feet dry." Meanwhile we had reached 25,000 feet and I was at idle. At this time I would estimate we were 40 miles from Moffett and coming back down. I had a hard time actually sighting Moffett although I knew its approximate location and our tacan was good. We reported "feet dry," switched to Moffett tower, and told them we were at low fuel state on a bingo profile from RANGER, and had been experiencing control problem I told them our hook was down and wouldn't come up and we would be taking the gear. They rigged the short field gear I believe, 980° from approach end of 32R.

I was high over the field after having a little problem picking it out among the lights. Fuel was at 1200 pounds and I was fast. I requested a 360° turn at the approach end to get down and on speed. I had dropped gear and flaps at about 7000' when the field was safely within reach to see how the plane flew dirty. The plane felt stable as a rock.

After our 360° turn, speed was at donut and altitude was 1800° at the long 90° posit. NJ 153 felt good all the way to touchdown on speed. I told (b) (6) to be ready to go into the gear as I popped the chute. As soon as we touched down we experienced severe vibrations again, so much so that my vision was blured. The airplane veered left and I put full rudder and stick to the right. It looked as if we were going off the left side at 105 KTS (app.). I tapped the right brake and finally the nose wheel steering. Just as I told (b) (6) we were going off the runway the plane turned right. I think the right tire blew. I reversed the rudder and stick and brake. I can't remember if I let off the nose wheel steering. The plane corrected left and just before going off the left side it stopped dead. The crash crew was there immediately. I asked for chocks but they couldn't hear. I finally shut down after we had been stopped 30 seconds or so.

Upon post flight inspection both tires were blown and very hot. The port leading edge flap was damaged. About a 2'x2'x3' chunk was missing from the port wing tip. The same area on the STBD wing tip was wrinkled. The tail hook was down with no point, and leaking hydraulic fluid.



I have been a designated naval aviator for nine months and have flown 426 hours with twenty-two arrested landings.



3

Statement of ENS (b) (6) USNR, (b) (6) RIO, concerning aircraft accident involving F4J BuNo 153790 occurring 31 July 1967, Pilot: (b) (6)

My pilot, LTJG (b) (6) and myself had been briefed twice on the conduct of our first night period scheduled for 0030 July 31 67. Briefings were held at 2000 by ship's company and 2230 by the VF 121 LSO's and OinC. In addition to the normal briefings LTJG (b) (6) and I had reviewed between us just what we expected of each other.

When we manned our aircraft (NJ 153) at approximately 0100 the weather was reportedly 800' broken, however after becoming airborne it seemed more like 500'/600' overcast with 3-4 miles visibility. The first downwind heading given by the ship was 145° but I saw immediately that this heading was angling us directly at the ship and informed the pilot. During the first pattern we obtained several vector changes by CCA which proved we were experiencing compass difficulties. I asked the pilot to check all compass modes which he had already done.

We finally obtained what looked liked an accurate heading for final but the difficulties we had in the pattern resulted in very poor line up with the ship and a subsequent wave off by the LSO.

By the second pattern, it seemed that our compass problems were over. Howeve during the second pattern we were flying in the clouds a great deal and during the down-wind leg I experienced vertigo for the first and only time. The second pass was rough and we were called for power by the ISO. It resulted in a bolter.

The third and final pattern was bad from the start. The pilot climbed through 850° and, at this point, I believe, he experienced his first bout of vertigo. When we levelled down wind, I called two or three times to tell him that he was in an approximate 20° bank which he corrected for when called. The turn to final was 0.K. and we had what appeared to be a good line up and ball. In close I had just stopped looking at the ball and begun to monitor the cockpit instruments when I heard the LSO call for "Power." On the second call for power I felt the pilot go to 100% as there was a definite surge of power. There was a third call for power and almost simultaneously the shock of the ramp strike.

At first I thought he had an in flight engagement because the pilot had come on with full power which seemed to preclude a ramp strike. When we remained airborne, I knew what had happened and prepared to eject. I asked the pilot whether he had control. He answered "yes," and, although we were at an unusual attitude, I could feel him fight for control. As soon as it seemed he had control of the aircraft and had begun climbing, a very severe buffet and shaking began. I felt the pilot again fighting to control the aircraft and informed him that I would stay with him as long as he had control.

The buffeting subsided and I switched to ship's departure control and Moffett tacan. I told departure that the aircraft was damaged and barely under control. They then told us to disengage the stab aug. With the stab aug disengaged the planebegan to pitch up and wing rock. The pilot reengaged the stab aug immediatel

We were now attempting to fly the bingo profile and I switched to Moffett tower. The pilot was trying to fly the 400 knot climb schedule for our bingo when the aircraft began to buffet and shake more violently than before. I looked at the calibrated airspeed which read 320. Then I looked at the TAS which was indicating 439 knots. Immediately I told the pilot to slow it down and the buffet stopped again. At this time we were at approximately 24000' and beginning idle descent. About 42 miles from Moffett. NAS Moffett tower instructed us to use runway 32 right, and that the arresting grar located 950' from the approach end would be rigged in 3-5 minutes.

When we had Moffett in sight, the pilot told me that he was ready to drop gear and flaps. We weren't certain that the plane would fly at slow speeds so the pilot told me to eject if that were the case and that he could clean up the plane and fly it out over the water beyond Moffett and then eject.

The plane handled O.K. at denut airspeed and both of us decided to stay with the plane. At this time we were 11 miles from the field at 11000; we made a 360° turn to lose altitude and I called Moffett to verify the fact that the gear was ready.

At touch down the plane began to vibrate badly and pull to the left side of the runway at 100 KTS but somehow the pilot managed to keep it on. The vibration continued and we almost lost control again at about 50 knots yet the pilot managed to keep it on the runway until we came to a full stop. We secured the engines and left the aircraft immediately.

I have approximately 140 hours in the F4 and completed the RIO syllabus two weeks prior. I also completed the carrier qualification phase one month ago now in VF 114. flying with LCDR (b) (6)

AUTHENTICATED:

LCDR

Statement of LCDR (b) (6)

USN, Controlling 180, concerning aircraft accident involving F4J BuNo 153790 occurring 31 July 1967, Pilot: (b) (6)

I was the controlling Landing Signal Officer during the attempted recovery and subsequent ramp strike-bolter of NJ 153 (F4J BuNo 154790) aboard USS RANGER 31 July 1967.

LTJG (b) (6) was making his third approach of the night when the accident occurred. Prior to this he had had a poor line-up/glide slope wave-off and one bolter. The start of the approach, at glide slope interception, was good in altitude and airspeed with only his line-up in need of correction. ITJG LINDLE was initially right of center line and flying back for line up the majority of the time he was on the glide slope. At a point approximately 150-200 yards aft of the ship, having reached the projected center line, he dropped his right wing to complete the line up correction and in so doing also set up an excessive sink rate with higher than the opitumum angle of attack. At this time I called first for a "little power," followed directly by "power" and "FOWER" calls. The aircraft continued to settle as it approached the ramp with the pilot making no noticeable attempt to correct the situation. The aircraft impacted on the ramp just slightly left of center line with both main mounts approximately 15-24 inches short of the deck. I heard a muffled explosion which sounded like a tire blowing out. This was the only damage noted from the platform. The wave-off lights were I call for a wave-off during this approach. In my opinion the

The Fresnellens, with basic angle setting of 4°, was being utilized as the primary recovery aid. There was 33 knots of wind down the angle deck with a ragged overcast of 600 to 800 feet and visibility of 5 miles.

I have been designated a naval aviator since 1958 and qualified as an LSO since 1963 with 2780 flight hours and 440 carrier landings.



## RESUME OF FILOT'S FLYING EXPERIENCE

COMMAND ATTACHED	PERIOD ASSIGNED	MODEL AIRCRAFT	FLIGHT HOURS	DAY/NIGHT	PROFICIENCY
VF 121	1/67 to 7/67	F4 F9	95 20	15/0 0/0	Operational
VT 26	10/66 to 12/66	Fll	24	0/0	
VT 25	6/66 to 10/66	<b>F</b> 9	124	3/0	
CNABATRA	6/65 to 5/66	T2 T34	116 33	4/0 0/0	
Last ten day	carrier landings:	DATE 7/30/67 7/29/67 6/23/67 6/22/67		MBER 1 4 4 1	

No previous night carrier landings.

24 MODEL-OTHER A/C IF INVOLVED

27. UNIT OPERATING A/C

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28. DAMAGE CODE

DO NARRATIVE ACCOUNT OF MISHAP (Use additional 8 x 101/2 sheets if required)

LTJG (b) (6) with his RIO, ENS (b) (6) in Fly Bullo 153790, launched from USS RANGER, CVA 61, for night carrier qualification landings at 0102 T on 31 July, 1967. The aircraft was under CCA control for the duration of the flight in the vicinity of the ship. The first approach was too far left of centerline and was waved off for poor lineup. The second approache was better, but a little too high resulting in a bolter. The third approach was begun on speed, on glide slope, but to right of centerline. The pilot was on glide slope but correcting to center throughout most of the approach. As the aircraft reached a point about 200 yards aft of the ramp a slight turn was initiated to make final correction to centerline. As the right wing dropped the Phantom began an excessive sink rate with a slow angle of attack light. The LSO called for "Power", but the plane continued to settle. Two more calls for "POWERI" were made in very rapid order before the aircraft main tires struck the round-down just 20 inches short of the level portion of the flight deck. NJ 153 boltered successfully, albeit there was some control difficulty in flight in excess of 300Kts., and bingoed to NAS Moffett for an attempted arrested landing. One tire probably was blown on board CVA 61, and the hook point was missing. However, the second tire blew at Moffett, and the crippled plane was brought to a stop on the runway. There were no personnel injuries.

(b) (6)	COR MC USN	1h Aug. 167 (b) (6	CDR UST	
(b) (6)	enatyst of medical officer)	DATE 37, FORWARDS (b) (6)	DidName & signature of appointing a	uthority)   DATE
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Z. CONTRIBUTING CAUSE FACTOR				
Pilot error in	judgment and ted	chnique.		

MEDICAL OFFICER'S REPORT OF A/C A

FACTORS

ENT, INCIDENT, OR GROUND ACCIDENT - PAG

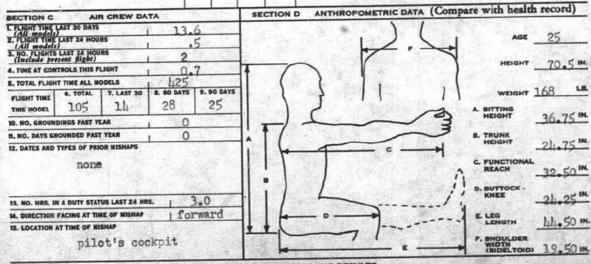
OPNAY FORM 3750-SA (REV. 3-63)

SPECIAL HANDLING REQUIRED. - See OPANIVINST 3750.6E for instructions.

SECTION B - FACTORS CONTRIBUTING TO OR RELATING TO MISHAP BY PHASE OF MISHAP (List in order in accordance with Section B of inst.) FACTOR WEIGHT: PHASE CODE: 2. PHASE OF MISHAP M - MAJOR

A - ACCIDENT E - ESCAPE/EGRESS S - SURVIVAL R - RESCUE (See code at right) . .

C - CONTRIBUTING Q - QUESTIONABLE OR POSSIBLE



SPECIMEN		TEST PERFORMED	RESULTS	SPECIMEN	TEST PERFORMED	RESULTS
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IDENTIFICATION OF INDIVIDUAL BUNG MODEL A/C NOR NO. pilot 153790 4-68 FLJ

NAME OF INDIVIDUAL

LTJG USNR

SPECIAL HANDLING REQUIRED - See OF

SECTION E

INDIVIDUAL CHRONOLOGICAL DATA

SEE PAGE 8 PARA. 10 OF INSTRUCTION
TO BE COMPLETED ON PLANE COMMANDER, PILOT, CO-PILOT, OTHER INDIVIDUAL
IN CONTROL OF AIRCRAFT AT TIME OF MISHAP, AND/OR INDIVIDUAL CAUSING THE MISHAP

USE LOCAL TIME AND BRIEFLY RECORD ACTIVITY WITHIN EACH COLUMN

00		46 HOURS PRIOR TO MISHAP		
29 Ju <u>luie</u>	0830	phoned by SDO to report for brief in 2 hours	TIME	
		full breakfast		
	1030	briefed for flight to ship		
	1158	took off for ship accomplished h day traps stayed aboard ship 1.6 hr. total		
		had substantial supper		
		awaited night ops in ready room for four hours in evening		
	2345	night flying prospectus	0121	on third pass, after
VE		cancelled	PHASE	a wave off and a bolter, NJ 153 main
O July	1000	arose hearty brunch		gear struck round-down on GVA 61 just 18"
	1130	briefed for day ops 1330 Charlie time	ESCAPE PHASE	short of the deck
	1330	took off for 0.1 hr. flight time; one touch		
	1800	and go followed by one trap		no ejection
	2000	brief for night opeartions around the ship		
	1	unable to map in evening		successful bolter and bingo to NAS Moffett
		owing to heat and noise in stateroom	SURVIVAL	
	2200	snack in Wardroom tried resting for one hour		
	2330	specific brief for night carrier qualifications		
l July	0102	manned NJ 153 for night ops, and launched		

HOR NO. MODEL A/C BUNG IDENTIFICATION OF INDIVIDUAL

| 11=68 | Fl.J | 153790 | p119t

| EAME OF INCLVIDUAL | (b) (6) | LTJG USNR (D) (6)

See OPNAV INST 3750.6E for Instr.

SECTION G

ESCAPE, PERSONAL AND SURVIVAL EQUIPMENT

PHASE CODES: A-ACCIDENT/MISHAP E-ESCAPE/EGRESS PHASE LIST AND CODE IN ACCORDANCE WITH SECTION 6 OF INSTRUCTION S.SHIPVIVAL B-BESCUE PHASE REMARKS EQUIPMENT DESCRIPTION AVAIL (Explain feitures, loss, and/or difficulty encountered. Use additional 8x10 h plain paper if needed.) NEED USED INCLUDING SPECIFIC MODIFICATION QUIRED ABLE MODEL DESIGNATION boxer style undershorts N N The pilot did not eject. athletic "t" shirt N All articles listed were cotton sox Y available to the pilot. boots, flying, safety, steel toe Y E S R information is not coverall, summer, flying (tan) Y torso harness assembly (MA-2) applicable. Y life preserver, MK-BC visor up ( colored only ) helmet, pilot's protective, APH 6 Y Y mask, face, oxygen, ( A-13-A ) Y regulator, mask mounted, MINIREG Y knife and sheath, 5" blade Y D/N signal flares, HK 13, MOD 0 Y sea dye marker secured with a nylon lanyard flashlight, 90° head, MX 991/U Y around the neck and looped Y strobe light marker, ACRLF through the MK 3C buckles, Y MAYDAY pencil flare and clipped to the chest strap. N kneeboard parachute harness assembly Y ( MB ejection seat MBEU hoohPA Y kit, survival, seat pan assembly Y kit, Pararaft, PK-2 Y Koch fittings on harness NARRATIVE OF ESCAPE/EGRESS, SURVIVAL AND RESCUE PHASES SECTION H

wristwatch -- no identifying inscription wedding ring- " class ring -- University of Kentucky, inscribed " (b) (6) " wallet, containing identification card and \$25 in bills

contents of pockets; pencil cigarettes book matches

He was not wearing ( not required on this mission ) anti-G suit optional around the ship ) gloves shroud cutter( required metal dog tag( required))

NTIFICATION OF INDIVIDUAL 153790 pilot 4-68 FhJ

AME OF INDIVIDUAL

LTJG



CTION I	C-UVIVAL.	SEMET	DETAILS OF		E/EGRESS/SU	RVIVAL	PHASES	REFE	N TO SEC	TION I'OF INST	1000	Village Service Control
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INDIVIDUAL CHRONOLOGICAL DATA SECTION E

TO BE COMPLETED ON PLANE COMMANDER. PILOT, CO-PILOT, OTHER INDIVIDUAL IN CONTROL OF AIRCRAFT AT TIME OF MISHAP, AND/OR INDIVIDUAL CAUSING THE MISHAP

23.	IN CONTROL OF MINE AND BRIEFLY	MANDER, PILOT, ENDIVIDUAL CAUSING THE MISHAP, AND/OR INDIVIDUAL CAUSING THE MISHAP COLURED TO THE MISHAP COLUR	
No. 17 (1976) and the			THE PARTY OF THE PARTY OF THE PARTY OF
	48 HOURS PRIOR TO MISHAP	TIME	
Julius 0001 0845	sleeping at home phoned by SDO inviting him to 1030 briefing		
1030	big breakfast briefed for flight ops to ship, CVA 61		
1158	took off from NAS Miramar for CVA 61; accomplished 4 traps and remained aboard; total 1.6 hrs.		
	rested in afternoon		
180	rested in evening	0121	on third pass, after a wave off and a bolter
234	cancelled out owing to weather ( no flying )	ACCIDENT	NJ 153 main gear struck round-down on GVA 61 just 18" short of the
30 July 100	househ	ESCAPE PHASE	deck
11	obriefed for day touch and go landings in order to be ready for night	10 10 10 10 10 10 10 10 10 10 10 10 10 1	
13	quals. took off for 0.1 hr, including one touch and go landing and one trap		no ejection
	read until supper briefed for night operat around the ship specific flight brief fo	SURVIVAL	successful bolter and bingo to NAS Moffett
	night quals. snack in wardroom		
31 July	manned NJ 153 for night ops, and launched		
		TIME OF REI	CUR

L		•	TIME OF RESCUE	
моя но. h-68	HODEL A/C	153790	RIO	***
CONTRACTOR OF STREET	b) (6)	ENS USNR	(b) (6)	₩ U. S. GOVERNMENT PRINTING OFFICE, 1964-713060

ENT - PAGE 5 ED. See OPNAV INST 3750.6E for instruction

OPNAY FORM 3750-SF (REV. 3-63)

ESCAPE, PERSONAL AND SURVIVAL EQUIPMENT PHASE CODES: A-ACCIDENT/MISHAP E-ESCAPE/EGRESS PHASE SECTION G LIST AND CODE IN ACCORDANCE WITH SECTION & OF INSTRUCTION: R-RESCUE PHASE S-SURVIVAL REMARKS (Explain failures, loss, and/or difficulty encountered. Use additional 8x10½ plain paper If needed.) AVAIL EQUIPMENT DESCRIPTION RE. FAILED NEED USED MODIFICATION QUIRED ABLE INCLUDING SPECIFIC MODEL DESIGNATION N boxer style undershorts N athletic "t" shirt N cotton sox boots, flying, safety ( steel toe) Y coverall, summer, flying (orange) Y torso harness assembly, ( MI-2 ) Y life preserver, MK+3C Y helmet, pilot's protective APH 6 Y mask, face, oxygen (A-13-A) Y regulator, mask mounted, MINIREG Y knife and sheath, 5" blade D/N signal flares, MK 13 MOD 0 Y Y sea-dye marker shroud cutter ( type MC-1 ) flashlight, 90 head Y Y Y strobe light marker ACRAF Y MAYDAY pencil flare N kneeboard parachute harness assembly ( MB ejection seat MBEU LOOLPA ) Y kit, survival, seat pan assembly kit, sPararaft, PK-Koch fittings on NARRATIVE OF ESCAPE/EGRESS, SURVIVAL AND RESCUE PHASES wristwatch -- inscribed (0) (6) from Mother 12/17/65" "O.S.U. Graduation" wedding ring- no inscription class ring -- class of 1965, 0.S.U. contents of pockets wallet with \$5 in bills identification card two wooden, and one mechanical pencils sunglasses, prescription RIO was wearing his prescription lenses required while flying He was not wearing ( not required on this mission ) anti-G suit ( optional around the ship ) gloves metal dog tags ( required )

моя но. 4-68	MODEL A/C FUJ	153790	RIO RIO	DIVIDUAL
NAME OF INDIVIDUAL	(b) (6)	ENS U	SNR (b) (6)	
	100	NAME OF TAXABLE PARTY.	CONTRACTOR OF THE PARTY OF THE	& U. S. GOVERNMENT PRINTING OFFICE, 1964-712966

ECTION	umaut matter	1 3750-86 (REV. 3		APE/EGRESS/SURVIV	AL PHAS	SES REFE	R TO SECTION	I OF INSTI	RUCTIONS	
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DEPAY.	4-68	Fly		153790	10	1	SIO			
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		Colorada de Arministra		14010	PROPERTY.					

Conclusions and recommendations on Incident 4-68, involving F4J BuNo 153790, ON ONE TWENTY-ONE While steaming downwind the ship was under clear skies with a horizon. However, as the aircraft were turning up CVA 61 found a 400-600 foot overcast layer and remained under it during the qualification period. The vertigo LTJG (b) (6) experienced in the pattern and the minor compass problem, are only of questionable significance in this mishap. This pilot had not bounced at NAF San Clemente owing to weather below minimums on two scheduled evenings. Thus, he had not had the benefit of simulating a carrier deck recovery in endless black surroundings. No dangerous trends were seen in the three passes until seconds before the

ramp strike. This writer was on the ISO platform throughout the period. LTJG (b) (6) pass deteriorated very close in, so close, in fact, that only one of the several personnel on the platform made it into the net before the aircraft

b) (5), (b) (6)

No other aero-medical factors germane to this mishap are identified.

The qualification periods at MAF San Clemente are highly desirable to equip neophytes for the minimum acceptable evironmental conditions for actual qualification aboard.

Several omissions of required aviation equipment are noted. These will be reviewed for all flying personnel in future briefings.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OFNAVINST 3750.6 SERIES

Enclosure (5)

Except for inscribed rings, and, occasionally, an inscribed wristwatch, crewmembers' metal "dog tags" are the only non-inflammable means for establishing identification of victims. Even dental examination is precluded in high impact force mishaps. The wearing of "dog tags" by all flight personnel will be re-emphasized.

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209/2

PAGE TWO RUWJAPA 0322 UNCLAS SUPPLEMENTARY MSG RPT OF ACFT ACCIDENT A. OPNAVINST 3750.6F B. MY @1082 1Z 1. 31 JULY 1967, 01217, NIGHT 2. F4J, 153790, VF121, 3-68A 8. FRESNEL LENS APPROACH: ARRESTING GEAR NOT INVOLVED: APC INSTALLED BUT NOT UTILIZED: SPN-12 READING NOT AVAILABLE: PLAT TAPE AVAILABLE BUT NOT BEING FORWARDED UNLESS OTHERWISE DIRECTED: WHITE FLOODLIGHT LIGHT SETTING WERE SIXTY (60), FIFTY-FIVE (55), THIRTY-FIVE (35), AFT TO FORWARD RESPECTIVELY 9. THE APPROACH WAS NORMAL IN ALL RESPECTS WITH THE EXCEPTION OF LINE UP TO A POINT APPROXIMATELY 300 FEET FROM THE RAMP, AT THIS TIME THE AIRCRAFT STARTED TO DECELLERATE AND THE PILOT DID NOT RESPOND TO THREE POWER CALLS. THE AIRCRAFT TOUCHED DOWN APPROXIMATELY 18 INCHES SHORT ON THE RAMP WITH BOTH MAIN GEAR . CONTINUED UP THE DECK ON A BOLTER AND WAS BINGOED TO THE

SEA STATE 330 DEGREES, FOUR (4) SECONDS, AND FOUR (4) FEET: TEMP SIXTY-TWO (62): DEW POINT FIFTY-EIGHT (58): TEN (18) MILES VISIBILITY: AEROLOGY REPORTS ONE THOUSAND FOOT OVER-CAST:PILOT REPORTS SIX HUNDRED FOOT OVERCAST.

19. RELATIVE WIND STRAIGHT DOWN THE ANGLE AT THIRTY (30) KNOTS: WIND 350T/1

R45-

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PRELIMINAR

PAGE TWO RUWJAPA 0219 UNCLAS
FOR OFFICIAL USE ONLY
PRELIMINARY MSG RPT OF ACFT ACCIDENT
A. OPNAVINST 3750.6F
1. 31 JULY 1967, 01211, NIGHT
2. F4J, 153790, VF121, 3-68A
3. USS RANGER. 197756NM NAS MOFFETT TACAN
4. (D) (G)
5. RIO UNINJURED
6. PORT AND STBD OUTER WING PANELS DAMAGED. TAIL HOOK BROKEN.
MINOR SKIN DAMAGE TAIL SECTION. FORWARD PORT ENGINE MOUNT BROKEN.
PORT CENTER LEADING EDGE BLC DUCTING DAMAGED. DELTA DAMAGE PENDING PÆE
7. CARQUAL
8. NIGHT CARRIER LANDING ACCIDENT DETAILS UNKNOWN
9. RAMP STRIKE, DETAILS UNKNOWN

16. CDR M. W. TOWNSEND, JR. CO VF 121, AREA CODE 714, 271-3171 A49

F45 153790

11. NONE 12. NONE 13. NA 14. NA 15. NA

VF-121 3-18A 7-31-67